APPENDIX 1

GLOSSARY

- ACCELERATING PUMP—A device in the carburetor that supplies an additional amount of fuel, temporarily enriching the air-fuel mixture when the throttle is suddenly opened
- **ACCELERATION**—The process of increasing velocity. Average rate of change of increasing velocity, usually in feet per second.
- **AIR BLEED**—An opening into a gasoline passage through which air can pass (or bleed) into the gasoline as it moves through the passage.
- **AIR CLEANER**—A device mounted on the engine through which air must pass before entering the combustion chamber. A filtering device in the air cleaner removes dust and dirt particles from the air.
- **AIR-COOLED ENGINE**—An engine cooled by air circulating between cylinders and around cylinder head.
- **AIR FILTER**—A filter through which air passes, and which removes dust and dirt particles from the air.
- **AIR-FUEL RATIO**—The ratio between the volume of air and the volume of fuel used to establish a combustion mixture.
- **AIR-INJECTION SYSTEM**—A system which injects air into the exhaust manifold or thermal reactor so that the combustion of the carbon monoxide and unburned hydrocarbons in the exhaust gases can be completed.
- **AIR POLLUTION**—Contamination of the air by natural and manufactured pollutants.
- AIR PRESSURE—Atmospheric pressure (14.7 pounds per square inch at sea level) or pressure of air produced by pump, by compression in engine cylinder, and so on.
- **ALLOY**—A mixture of two or metals, usually produced to improve characteristics of the base metal.
- **ANCHORED PISTON PIN**—A stationary wrist pin secured to the piston at the bosses that allows the connecting rod to move about the pin.

- ATDC —After top dead center.
- **ANTIFREEZE**—A substance added to the liquid-cooled engine to prevent freezing.
- **ANTIFRICTION BEARING**—Type of bearing in which moving parts are in rolling contact; ball, roller, or tapered roller bearing.
- **ANTIKNOCK**—Refers to substances that are added to gasoline to decrease the tendency to knock when the air-fuel mixture is compressed and ignited in the engine cylinder.
- **ATOMIZATION**—The spraying of a liquid through a nozzle so that the liquid is broken into tiny globules or particles.
- **AUTOMATIC CHOKE**—A choke that operates automatically in accordance with certain conditions, usually temperature and intake manifold vacuum.
- **BABBIT**—An antifriction metal lining used as a wearing surface for bearing to reduce the friction between moving components.
- **BACKFIRING**—Pre-explosion of air-fuel mixture so mat explosion passes back around the opened intake valve and flashes back through the intake manifold.
- **BACK PRESSURE**—The resistance of gases to flow through a system.
- **BAFFLE**—A plate or shield to divert the flow of liquid or gas.
- **BALL-CHECK VALVE**—A valve consisting of a ball and seat. Fluid can pass in one direction only; it is checked by the ball seating on the seat.
- **BBDC**—Before bottom dead center.
- **BDC**—Bottom dead center; the position of the piston when it reaches the lower limit of travel in the cylinder.
- **BEARING**—A mechanical component that supports and aligns the location of another rotating or sliding member.

BIMETAL—Referring to the thermostatic bimetal element made up of two different metals with different heat expansion rates; temperature change produces a bending or distorting movement.

BLOCK—See CYLINDER BLOCK

- **BLOW-BY**—Leakage of the compressed air-fuel mixture or burned gases from combustion, passing piston and rings, and into the crankcase.
- **BLOWER**—A mechanical device for compressing and delivering air to the engine at higher than atmospheric pressure.
- **BOILING POINT**—The temperature at which a liquid boils.
- **BOOST PRESSURE**—The pressure in the intake manifold while the turbocharger is operating.
- **BORE**—The diameter of a cylinder. Also used to describe the process of enlarging or accurately refinishing an engine cylinder.
- **BRAKE HORSEPOWER**—The power actually delivered by the engine that is available for driving the vehicle.
- **BTDC**—Before top dead center.
- **BUSHING**—A replaceable lining for a hole in which a shaft, rod, or similar part moves.
- **BUTTERFLY**—The choke or throttle valve.
- **BYPASS**—A separate passage that permits a liquid to take a path other than that normally used.
- CALIBRATION—(1) Balancing: The setting of the delivery of an injection system or the setting of the rack pointer on a single unit pump in relation to predetermined positions of a quantity control member. (2) Adjustment: Fixing fuel delivery and speed adjustments to specified engine requirements.
- **CAM-GROUND**—A process by which the piston is ground slightly egg-shaped and, when heat becomes round.
- **CAMSHAFT**—The shaft in an engine that has a series of cam lobes for operating the valve mechanism.
- **CAMSHAFT PUMP**—An injection pump containing a camshaft to operate the pumping element or elements.

- **CARBON**—A substance deposited on engine parts by the combustion of fuel. Carbon forms on pistons, rings, valves, and so on, inhibiting their action.
- **CARBON DIOXIDE**—A gas resulting from burning fuel.
- **CARBON MONOXIDE**—A colorless, odorless, tasteless, deadly gas found in engine exhaust, formed by incomplete burning of hydrocarbons.
- **CARBURETION**—The action that takes place in the carburetor: converting liquid fuel to vapor and mixing it with air to form a combustible mixture.
- **CARBURETOR**—The device in a gasoline fuel system that mixes air and fuel and delivers the combustible mixture to the intake manifold.
- **CATALYTIC CONVERTER**—A device used on the exhaust system of gasoline engines to reduce harmful emissions.
- **CETANE**—Ignition quality of diesel fuel. A highcetane fuel ignites more easily (at lower temperature) than a low-cetane fuel.
- **CFM**—Cubic feet per minute.
- **CHOKE**—A device in the carburetor that chokes off, or reduces, the flow of air into the intake manifold; producing a partial vacuum in the intake manifold and a consequent richer air-fuel mixture.
- **CID**—Cubic inch displacement.
- CLOSED CRANKCASE VENTILATING SYSTEM—A system in which the crankcase vapors are discharged into the engine intake system and pass through the engine cylinders rather than being discharged into the air.
- **CLOSED NOZZLE**—A nozzle incorporating either a poppet valve or a needle valve, loaded in order to open at some predetermined pressure.
- **COMBUSTION**—The rapid burning of the air-fuel mixture in the cylinder.
- **COMBUSTION CHAMBER**—The space at the top of the cylinder and in the head where combustion of the air-fuel mixture takes place.
- **COMPRESSION**—The act of pressing into a smaller space or reducing in size or volume by pressure.
- **COMPRESSION RATIO**—The ratio between the volume in the cylinder with the piston at bottom dead center and with the piston at top dead center.

- **COMPRESSION RINGS**—The upper rings on a piston; the rings designed to hold the compression in the cylinder and prevent blow-by.
- **COMPRESSION STROKE**—The piston stroke from bottom dead center during which both valves are closed and the gases in the cylinder are compressed.
- **CONCENTRIC**—Having a common center, as circles or spheres, one within the other.
- **CONNECTING ROD**—Linkage between the crankshaft and piston, usually attached to the piston by a piston pin and to the crank journal on the crankshaft by a split bearing and bearing cap.
- **CONTROL PINON**—A collar engaging the plunger and having a segment of gear teeth, integral or attached, which mesh with the control rack.
- **CONTROL RACK**—A toothed rod inside mechanical injection pumps that rotates the pump plunger to control the quantity of fuel injected.
- **COOLANT**—The liquid that circulates in an engine cooling system that reduces heat generated by the engine.
- **COOLING FAN**—The fan in the engine cooling system that provides a forced circulation of air through the radiator or around the engine cylinders so that cooling is affected.
- **COOLING PINS**—The thin metal projections on the air-cooled engine cylinder and head that greatly increases the heat-radiating surfaces and helps provide cooling of engine cylinder.
- **COOLING SYSTEM**—A system that reduces heat generated by the engine and thereby prevents engine overheating, including liquid-cooled engines, engine water jackets, radiator, and water pump.
- **CRANKCASE**—The lower part of the engine that serves as a housing for the crankshaft.
- **CRANKSHAFT**—The main rotating member or shaft of the engine that converts rotary motion into reciprocating motion.
- **CYCLE**—A series of events with a start and finish during which a definite train of events takes place.
- **CYLINDER**—A hollow tube that contains the actions of combustion gases and the piston in an internal combustion engine.

- **CYLINDER BLOCK**—The part of the engine to which and in which other engine parts and accessories are attached or assembled.
- **CYLINDER HEAD**—The part of the engine that encloses the cylinder bores; contains water jackets (on liquid-cooled engines) and valves (on I-head engines).
- **CYLINDER SLEEVE**—A pipe-shaped removable insert used as the cylinder wall on some engines.
- **DASHPOT**—A device that controls the rate at which the throttle valve closes.
- **DEAD CENTER**—Either of the two positions when the crank and connecting rod are in a straight line at the end of the stroke.
- **DELIVERY VALVE**—A spring loaded valve which opens at some predetermined pressure to permit fuel flow from the injector plunger and bushing spray tip.
- **DETERGENT**—A chemical sometimes added to the engine oil, designed to help keep the internal parts of the engine clean by preventing the accumulation of deposits.
- **DETONATION**—In the engine, excessively rapid burning of the compressed charge which results in engine knock.
- **DIESEL ENGINE**—An engine using the diesel cycle of operation; air alone is compressed and diesel fuel is injected before the end of the compression stroke. Heat of the compression produces ignition.
- **DIESEL FUEL**—A light oil sprayed into the cylinders of a diesel engine near the end of the compression stroke.
- **DIESELING**—A condition in which a spark-ignition engine continues to run after the ignition is off; caused by carbon deposits or hot spots in the combustion chamber glowing sufficiently to furnish heat for combustion.
- **DIPSTICK**—See OIL-LEVEL GAUGE.
- **DISPERSANT**—A chemical added to oil to prevent dirt and impurities from clinging together in lumps that could clog the engine lubrication system.
- **DISTRIBUTOR PUMP**—An injection pump where each metered delivery is directed to the appropriate engine cylinder by a distributing device.
- **DOHC**—Double overhead camshaft.

- **DRIBBLE**—Insufficiently atomized fuel issuing from the nozzle at or immediately following the end of main injection.
- **DRIVABILITY**—The general operation of a vehicle, usually rated from good to poor; based on characteristics of concern to the average driver, such as smoothness of idle, even acceleration, ease of starting, quick warm-up, and not overheating.
- ECCENTRIC—Off center.
- **EMISSION CONTROL**—Any device or modification added to or designed into a motor vehicle for the purpose of reducing air-polluting emissions.
- **ENERGY**—The ability or capacity to do work.
- **ENGINE**—A machine that converts heat energy into mechanical energy.
- **ETHYLENE GLYCOL**—A solution added to antifreeze to help prevent freezing.
- **EVAPORATIVE CONTROL SYSTEM**—A system that prevents the escape of fuel vapors from the fuel tank or air cleaner while the engine is off. The vapors are stored in a charcoal canister or in the engine crankcase until the engine is started.
- **EXHAUST EMISSIONS**—Pollutants emitted into the atmosphere through any opening downstream of the exhaust ports of an engine.
- **EXHAUST-GAS ANALYZER**—A device for sensing the amounts of air pollutants in the exhaust gas of a motor vehicle.
- **EXHAUST-GAS RECIRCULATION (EGR)**
 - **SYSTEM**—An NO_x control system that recycles a small part of the inert exhaust gas back through the intake manifold to lower the combustion temperature.
- **EXHAUST MANIFOLD**—The part of the engine that provides a series of passages through which burned gases from the engine cylinders may flow to the muffler.
- **EXHAUST PIPE**—The pipe connecting the exhaust manifold to the next component in the exhaust system.
- **EXHAUST STROKE**—When the exhaust gases from the cylinder are removed via the exhaust valves.

- **EXHAUST SYSTEM**—The system that collects the exhaust gases and discharges them into the air. Consists of the exhaust manifold, exhaust pipe, muffler, tail pipe, and catalytic converter (if required).
- **EXHAUST VALVE**—The valve that opens to allow the burned gases to escape from the cylinder during the exhaust stroke.
- **EXPANSION TANK**—A tank connected by a hose to the filler neck of an automobile radiator; the tank provides room for heated coolant to expand and to give off any air that may be trapped in the coolant.
- **F-HEAD**—A type of engine with the valves arranged to form an F; one valve is in the head, the other in the cylinder block.
- **FAN**—The bladed device in back of the radiator that rotates to draw cooling air through the radiator or around the engine cylinders.
- **FAN BELT**—A belt (or belts), driven by the crankshaft, whose primary purpose is to drive the engine fan and water pump.
- **FIRING ORDER**—The order in which the engine cylinders deliver their power strokes.
- **FLOAT BOWL**—In the carburetor, the reservoir from which gasoline feeds into the passing air.
- **FLOAT LEVEL**—The float position at which the needle valve closes the fuel inlet to the carburetor to prevent further delivery of fuel.
- **FORCE**—The action of one body on another tending to change the state of motion of the body acted upon. Force is usually expressed in pounds.
- **FOUR-STROKE CYCLE ENGINE**—An engine that requires four piston strokes (intake, compression, power, exhaust) to make a complete cycle of events in the engine cylinder.
- **FRICTION**—The resistance to motion between two bodies in contact with each other.
- **FRICTION BEARING**—A bearing having no moving parts. The shaft that rotates simply rubs against or rides on a thin film of oil between the bearing and shaft.
- **FUEL**—The substance that is burned to produce heat and create motion of the piston on the power stroke of the engine.

- **FUEL FILTER**—A device located in the fuel system that removes dirt and other contaminates from the fuel passing through.
- **FUEL GAUGE**—The gauge that indicates to the operator the height of the fuel level in the tank.
- **FUEL INJECTION**—A fuel delivery system that sprays fuel either directly into the cylinders or into the intake manifold just ahead of the cylinders.
- **FUEL INJECTION TUBING**—The tube connecting the injection pump to the nozzle holder assembly.
- **FUEL INJECTOR**—A device in a diesel engine fuel system for injecting fuel into the cylinder.
- **FUEL LINE**—The pipe or tube through which fuel travels from the tank to other components within the fuel system.
- **FUEL PUMP**—The electrical or mechanical device in the fuel system which forces fuel from the fuel tank to the carburetor or fuel injection system.
- **FUEL PUMPHOUSING**—The main casing into or to which are assembled all the components of the injection pump, and may accommodate the camshaft in the case of camshaft pumps; or the camshaft or driveshaft in the case of distributor type pumps.
- **FUEL TANK**—The metal tank that serves as a storage place for fuel.
- **FULL-FLOATING PISTON**—A piston pin free to turn in the piston boss of the connecting rod eye.
- **FULL THROTTLE**—Wide-open throttle position with accelerator pressed all the way down to the floorboard
- **GASOLINE**—A liquid blend of hydrocarbons, obtained from crude oil; used as the fuel in most automotive engines.
- **GASOLINE ENGINE**—An engine having its piston driven by the explosions of a mixture of air and gasoline vapor ignited by an electric spark
- **GASTIGHT**—Constructed or arranged so that gas will not enter or escape an enclosed space under specified conditions.
- **GEAR TRAIN**—A drive mechanism consisting of a group of gear that mesh together to operate an engine and its accessories.

- **GLOW PLUG**—A small electric heater installed in the precombustion chamber of diesel engine to preheat the chamber for easier starting in cold weather.
- **GOVERNOR**—A device that controls, or governs, another device, usually on the basis of speed or load.
- **HEAT-CONTROL VALVE**—In the engine, a thermostatically operated valve in the exhaust manifold; diverts heat to the intake manifold to warm it before the engine reaches normal operating temperature.
- **HONE**—A tool/process for enlarging cylinders or cylinder lines to precise tolerances; also used for controlling finishes.
- **HORSEPOWER**—A measure of a definite amount of power; 550 foot-pound per second.
- **HYDRAULIC GOVERNOR**—A mechanical governor having a hydraulic servo-booster to increase output force.
- **HYDRAULIC HEAD ASSEMBLY**—The assembly containing the pumping, metering, and distributing elements (and may include the delivery valve) for distributor-type pumps.
- **HYDRAULIC VALVE TAPPET**—A valve tappet that, by means of hydraulic pressure, maintains zero valve clearance so that valve noise is reduced.
- HYDROCARBON (HC)—A compound containing only carbon and hydrogen atoms, usually derived from fossil fuels such as petroleum, natural gas, and coal; an agent in the formation of photochemical smog. Gasoline is a blend of liquid hydrocarbons refined from crude oil.
- **HYDROGEN (H)**—A colorless, odorless, highly flammable gas whose combustion produces water; the simplest and lightest element.
- **HYDROMETER**—A device to determine the specific gravity (roughly the heaviness) of a liquid. This determination indicates the freezing point of the coolant in the cooling system.
- **I-HEAD**—A type of engine with the valves located in the cylinder head.
- **INDICATED HORSEPOWER**—A measurement of engine power based on power actually developed in the engine cylinders.

- **IDLE-MIXTURE SCREW**—The adjustment screw (on some carburetors) that can be turned in or out to lean or enrich the idle mixture.
- **IDLE SPEED**—The speed, or rpm, at which the engine runs when the accelerator pedal is fully released and there is no load on the engine.
- **IGNITION-COMPRESSION**—When the heat generated by compression in an internal combustion engine ignites the fuel (as in a diesel engine).
- **IGNITION-SPARK**—When the mixture of air and fuel in an internal combustion engine is ignited by an electric spark (as in a gasoline engine).
- **IGNITION TIMING**—Refers to the timing of the spark at the spark plug as related to the piston in the engine cylinder.
- **INJECTION/IGNITION**—When the piston nears the top of its stroke, fuel admitted under pressure is sprayed into the cylinder. The fuel ignites due to the heat in the cylinder.
- **INJECTION PUMP**—The device which meters the fuel and delivers it under pressure to the nozzle and holder assembly.
- **INJECTION PUMP ASSEMBLY**—A complete assembly consisting of the fuel pump proper, together with additional units such as governor, fuel supply pump, and additional optional devices, when these are assembled with the injection pump to form a unit.
- **INJECTION TIMING**—The matching of the pump timing mark, or the injector timing mechanism, to some index mark on an engine component, such that injection will occur at the proper time with reference to the engine cycle.
- **INJECTOR**—The mechanism, including nozzle, that injects fuel into the engine combustion chamber on diesel engines.
- **IN-LINE ENGINE**—An engine in which the cylinders are arranged in one straight line.
- **IN-LINE PUMP**—An injection pump with two or more pumping elements arranged in line, each pumping element serving one engine cylinder only.
- **INTAKE MANIFOLD**—That component of the engine that provides a series of passages to allow the air-fuel mixture to flow to the engine cylinders.

- **INTAKE STROKE**—The piston stroke from top dead center to bottom dead center during which the intake valve is open and the cylinder receives a charge of air-fuel mixture.
- **INTAKE VALVE**—The valve in the engine that is opened during the intake stroke to permit the entrance of the air-fuel mixture into the cylinder.
- in which the fuel is burned inside the engine, as opposed to an external combustion engine where the fuel is burned outside the engine, such as a steam engine.
- **JOURNAL**—Serves as the point of support and the center of rotation for the shaft. That part of the shaft that is prepared to accept a bearing (connecting rod, main bearing).
- **KNOCK**—A heavy metallic engine sound that varies with engine speed; usually caused by a loose or worn bearing; name also used for detonation, pinging, and spark knock. See DETONATION.
- **L-HEAD**—A type of engine with the valves located in the cylinder block.
- **LAP**—To work two surfaces together with abrasive until a very close fit is produced; to polish.
- **LASH**—The clearance or play between adjacent movable mechanical parts. See VALVE LASH.
- **LEAN MIXTURE**—A air-fuel mixture that has a high proportion of air and a low proportion of fuel.
- **LUBRICATION SYSTEM**—The system in the engine that supplies the engine with lubricating oil to prevent contact between any two moving metal surfaces.
- MANIFOLD—A device with several inlet or outlet passageways through which a gas or liquid is gathered or distributed. See INTAKE MANIFOLD and EXHAUST MANIFOLD.
- **MECHANICAL EFFICIENCY**—In an engine, the ratio between brake horsepower and indicated horsepower.
- **MECHANICAL GOVERNOR**—A speed sensitive device of the centrifugal type, which controls the injection pump delivery sole by mechanical means.
- **MICROMETER**—A measuring device that measures accurately such dimensions as shaft or bore diameter or thickness of an object.

- MICROPROCESSOR—The small, on-board solidstate electronic device that acts as the central processing unit. Sensors provide input information which the microprocessor uses to determine the desired response (in any) as an output signal.
- MUFFLER—In the exhaust system, a device through which the exhaust gases must pass and which reduces the exhaust noise.
- MULTIPLE-POINT INJECTION—A gasoline fuel injection system in which only air enters the intake manifold. As the air approaches the intake valve, an injection valve opens in the intake port, spraying fuel into the airstream. Also called port injection.
- MULTIPLE-VISCOSITY OIL—An engine oil that has a low viscosity when cold (for easier starting) and a higher viscosity when hot (to provide adequate engine lubrication).
- **NEEDLE VALVE**—A small, tapered, needle-pointed valve that can move into or out of a seat to close or open the passage through it. Used to control the fuel level in the carburetor float bowl.
- **NITROGEN** (**N**)—A colorless, tasteless, odorless gas that constitutes 78 percent of the atmosphere by volume and is a part of all living substances.
- **NITROGEN OXIDES** (NO_x)—Any chemical compound of nitrogen and oxygen; a basic air pollutant. Automotive exhaust emissions levels of nitrogen oxides are limited by law.
- NOZZLE—The opening or jet, through which fuel or air passes as it's discharged. Also, the assembly of parts employed to atomize and deliver fuel to the engine.
- **NOZZLE AND HOLDER ASSEMBLY**—The complete apparatus which injects the pressurized fuel into the combustion chamber.
- **NOZZLE TIP**—The extreme end of the nozzle body containing the spray holes.
- OCTANE RATING—A measure of the antiknock properties of gasoline. The higher the octane rating, the more resistant the gasoline is to spark knock or detonation.
- **OIL**—A liquid lubricant, usually made from crude oil and used for lubrication between moving parts.
- **OIL CLEARANCE**—The space between the bearing and the shaft rotating within it.

- OIL CONTROL RINGS—The lower ring or rings on a piston; designed to prevent excessive amounts of oil from working up into the combustion chamber.
- **OIL COOLER**—A small radiator that lowers the temperature of oil flowing through it.
- **OIL FILTER**—A filter that removes impurities from the engine oil passing through it.
- **OIL GALLERY**—A pipe or drilled passageway in the engine used to transport oil from one area to another.
- **OIL-LEVEL GAUGE**—The dipstick that is removed and inspected to check the level of the oil in the crankcase of an engine.
- **OIL PAN**—The lower part of the crankcase in which a reservoir of oil is maintained.
- **OIL-PRESSURE INDICATOR**—A gauge that indicates (to the operator) the oil pressure in the lubricating system, or a light that comes on if the oil pressure drops too low.
- **OIL PUMP**—A device that forces oil from the oil pan to the moving parts of an engine.
- **OIL SLINGER**—A device mounted to a revolving shaft such that any oil passing that point will be thrown outward where it will return to the point of origin.
- **OVERHEAD CAMSHAFT**—A camshaft located in the cylinder head where the cam lobes are in direct contact with the rocker arms.
- **OXYGEN**—A colorless, tasteless, odorless, gaseous element that makes up about 21 percent of the air. Capable of combining rapidly with all elements except the inert gases in the oxidation process called burning.
- **PARTICLE**—A very small piece of metal, dirt, or other impurity which may be contained in the air, fuel, or lubricating oil used in an engine.
- **PASSAGE**—A small hole or gallery in an assembly or casting through which air, coolant, fuel, or oil flows.
- **PCV VALVE**—The valve that controls the flow of crankcase vapors in accordance with ventilation requirements for different speeds and loads.
- **PETROLEUM**—The crude oil from which gasoline, lubricating oil, and other such products are refined.

- PHOTOCHEMICAL SMOG—Smog caused by hydrocarbons and nitrogen oxides reacting photochemically in the atmosphere. The reactions take place under low wind velocity, bright sunlight, and an inversion layer in which the air mass is trapped Can cause eye and lung irritation
- **PING**—Engine spark knock or detonation that occurs usually during acceleration. Caused by excessive advance of ignition timing or low-octane fuel.
- **PISTON**—A cylindrical plug that slides up and down in the cylinder and is joined to the connecting rod.
- **PISTON BOSS**—The reinforced area around the piston-pin bore.
- **PISTON CROWN**—The top or head of the piston.
- **PISTON DISPLACEMENT**—The volume of air moved or displaced by the piston as the piston moves from BDC to TDC.
- **PISTON HEAD**—The portion of the piston above the top ring.
- **PISTON LANDS**—The spaces in the piston between the ring grooves.
- **PISTON PIN-A** cylindrical pin that passes through the piston bore and joins the connecting rod to the piston.
- **PISTON RING**—A split ring (expansion type) placed in a groove of the piston to seal the space between the piston and the cylinder wall.
- **PISTON-RING END GAP**—The clearance between the ends of the piston ring.
- **PISTON-RING GROOVE**—The grooves cut in the piston into which the piston rings are fitted.
- **PISTON-RING SIDE CLEARANCE**—The clearance between the side of the ring and the ring lands.
- **PISTON SKIRT**—The portion of the piston that is below the piston bore.
- **PISTON STROKE**—The distance that a piston moves between its limits of travel.
- **POLLUTANT**—Any substance that adds to the pollution of the atmosphere. In a vehicle, any such substance in the exhaust gas from the engine or escaping from the fuel tank or air cleaner.

POSITIVE CRANKCASE VENTILATION

- (PCV)—A crankcase ventilation system; uses intake manifold vacuum to return the crankcase vapors and blow-by gases to the intake manifold to be burned, thereby preventing their escape into the atmosphere.
- **POWER**—The rate of doing work or the rate for expanding energy. The unit for mechanical power is horsepower.
- **PRONY BRAKE**—A device using a friction brake to measure horsepower.
- **PRECISION INSERT BEARING**—A precision type of bearing consisting of an upper and lower shell.
- **PRECOMBUSTION CHAMBER**—In some engines, a separate small combustion chamber where combustion begins.
- **PREIGNITION**—Ignition of the air-fuel mixture in the combustion chamber by some unwanted means, before the ignition spark occurs at the spark plug.
- **PRESSURE** —The amount of force distributed over each unit of area. Pressure is expressed in pounds per square inch (psi), inches of mercury, and other units.
- **PRESSURE CAP**—A radiator cap with valves which causes the cooling system to operate under pressure at a higher and more efficient temperature.
- **PRESSURIZE**—To apply more than atmospheric pressure to a gas or liquid.
- **PSI**—Pound per square inch; usually to indicate pressure of a liquid or gas.
- **PUSHRODS**—A special rod used to transit the motion of the cam and the lifter to the rocker on the cylinder head.
- **RADIAL ENGINE**—An engine with each cylinder located on a radius of a circle and with all cylinders disposed around a common crankshaft.
- **RADIATOR**—In the cooling system, the device that removes heat from coolant passing through it; receives hot coolant from the engine and sends the coolant back to the engine at a lower temperature.
- **RADIATOR CAP**—The cap placed on the radiator filler neck.
- **RATIO**—The value obtained by dividing one number by another, indicating their relative proportions.

- **RECIPROCATING**—Moving back and forth; as a piston reciprocating in a cylinder.
- **RELIEF VALVE**—A valve that opens when a preset pressure is reached. This relieves or prevents excessive pressure.
- **REVOLUTION**—A term to describe a 360° circular motion of the crankshaft.
- **RICH MIXTURE**—An air-fuel mixture that has a low proportion of air and a high proportion of fuel.
- **ROCKER ARM**—A device that rocks or pivots on the rocker arm shaft as the cam rotates, causing the valve to open.
- **ROCK POSITION**—The piston and connecting rod position (top or bottom dead center) at which the crank can rock or rotate a few degrees without appreciable movement of the piston.
- **ROD CAP**—The lower part of a connecting rod that can be taken off by removing bolts or nuts so the rod can be detached from the crankshaft.
- **SAE**—Society of Automotive Engineers.
- **SCAVENGING-A** cleaning or blowing out action in reference to exhaust gases.
- **SEMIFLOATING PISTON PIN**—A piston pin in which the ends of the pin are free to move in the piston bearings of the bosses.
- **SHROUD**—A hood placed around an engine fan to improve air flow.
- **SLEEVE METERING**—A system of metering fuel delivery by incorporating a movable sleeve with which port opening and/or port closing is controlled.
- **SMOG**—A term coined from the words "smoke" and "fog." First applied to the foglike layer that hangs in the air under certain atmospheric conditions; generally used to describe any condition of dirty air and/or fumes or smoke.
- **SOHC**—Single overhead camshaft.
- **SPILL VALVE**—A valve used to end injection at a controllable point on the pumping stroke by allowing fuel to escape from the pumping chamber.
- **SPRING RETAINER**—The piece of metal that holds the valve spring in place, and is itself locked in place by the valve spring retainer locks.

- **STATIONARY PARTS**—The main parts of an engine that do not move, but provide support
- **STROKE**—The movement, or the distance of the movement, in either direction, of the piston travel in an engine.
- **SUPERCHARGER**—In the intake system of the engine, a pump that pressurizes the incoming air or air-fuel mixture. This increases the amount of fuel that can be burned, increasing engine power. If the supercharger is driven by the engine exhaust gas, it is called a turbocharger.
- **SUPPLY PUMP**—A pump for transferring the fuel from the tank and delivering it to the injection pump.
- **TANK SENDING UNIT**—A device in the fuel tank that provides indication of fuel level for instrument panel gauge.
- **TDC** (**TOP DEAD CENTER**)—The position of a reciprocating piston at its uppermost point of travel.
- **TEMPERATURE INDICATOR**—A gauge that indicates to the operator the temperature of the engine coolant, or a light that comes on if the coolant gets too hot.
- **THERMAL EFFICIENCY**—The ratio between the power output and the energy in the fuel burned to produce the output.
- THERMOSTAT—A device for automatic regulation of temperature; usually contains a temperature-sensitive element that expands or contracts to open and close off the flow of air, a gas, or a liquid.
- **THERMOSTATIC SWITCH**—A switch that is turned on or off by temperature change.
- **THRUST**—A force tending to push a body out of alignment, A force exerted endwise through a member upon another member.
- **THRUST BEARING**—Bearing that limits the axial (longitudinal) movement of the shaft.
- **TIMING DEVICE**—A device responsive to engine speed and/or load to control the timed relationship between injection cycle and engine cycle.
- **TORQUE**—A force that produces a turning or twisting effort; measured in pound-feet.

- **TORQUE CONTROL**—A device which modifies the maximum amount of fuel injected into the engine cylinders at speeds below rated speed to obtain the desired torque output.
- **TURBOCHARGER**—An exhaust driven compressor that forces air into the engine.
- **TWO-STROKE CYCLE ENGINE**—An internal combustion engine requiring but two piston strokes to complete the cycle of events that produce power.
- **UNIT FUEL INJECTOR**—An assembly which receives fuel under supply pressure and is then actuated by an engine mechanism to meter and inject the charge of fuel to the combustion chamber at high pressure and at the proper time.
- **UNIT PUMP**—An injection pump containing no actuating mechanism to operate the pumping element or elements.
- **VALVE**—A mechanism that can be opened or closed to control or stop the flow of a liquid, gas, or vapor from one space to another.
- VALVE-ACTUATING MECHANISM—A group of parts that work together to receive power from the drive mechanism (camshaft) and transmit that power to the engine valves.
- **VALVE GUIDE**—A hollow shaft pressed into the cylinder head to keep the valve in proper alignment.
- **VALVE LASH**—Clearance between the top of the valve stem and the valve-lifting mechanism.
- **VALVE LIFT**—The distance a valve moves from the fully closed to the fully open position
- **VALVE OVERLAP**—The period of crankshaft rotation during which both the intake and exhaust valves are open. It is measured in degrees.
- **VALVE REFACING MACHINE**—A special machine used to resurface the face and extend the life of a valve.
- **VALVE RETAINER**—A device designed to lock the valve-spring retainer to the valve stem.
- **VALVE ROTATOR**—A mechanical device locked to the end of the valve stem (used in place of a valve spring retainer) that forces the valve to rotate about 5° with each rocker arm action.
- **VALVE SEAT**—The surface, normally curved, against which the valve disk's operating face comes to rest

- to provide a seal against leakage of liquid, gas, or vapor.
- **VALVE SEAT INSERT**—A metal ring inserted into the valve seat, made of special metal that can withstand engine operating temperatures.
- **VALVE SPRING**—The compression-type spring that closes the valve when the valve-operating cam assumes a closed-valve position.
- **VAPORIZATION** —A change of state from liquid to vapor gas, by evaporation or boiling; a general term including both evaporation and boiling.
- **VAPOR LOCK**—A condition in the fuel system in which gasoline vaporizes in the fuel line or fuel pump; bubbles of gasoline vapor restrict or prevent fuel delivery to the carburetor.
- **VARIABLE SPEED FAN**—An engine fan that will not exceed a predetermined speed or will rotate only as fast as required to prevent engine overheating.
- **VENTURI**—In the carburetor, a narrowed passageway or restriction that increases the velocity of air moving through it, produces the vacuum responsible for the discharge of fuel from the fuel nozzle.
- **VIBRATION**—An unceasing back and forth movement over the same path; often with reference to the rapid succession of motions of parts of an elastic body.
- **VIBRATION DAMPER**—A weighted device that is attached to the engine crankshaft at the end opposite its power output. Its purpose is to absorb engine vibration.
- **VISCOSITY**—The resistance to flow exhibited by a liquid. A thick oil has a greater viscosity than a thin oil.
- **VOLATILITY**—A measure of the ease with which a liquid vaporizes. Volatility has a direct relationship to the flammability of a fuel.
- **VOLUME**—The amount of air in the combustion space of an engine cylinder.
- **VOLUMETRIC EFFICIENCY**—The ratio between the amount of air-fuel mixture that actually enters an engine cylinder and the amount that could enter under ideal conditions.
- **V-TYPE ENGINE**—An engine with two banks of cylinders set at an angle to each other in the shape of a V.

- **WASTE GATE**—A control device on a turbocharger to limit boost pressure, thereby preventing engine and turbocharger damage.
- **WATER JACKETS**—The spaces between the inner and outer shells of the cylinder block and head through which coolant circulates.
- **WATER PUMP**—In the cooling system, the device that circulates coolant between the engine water jackets and the radiator.
- **WORK**—The result of a force acting against opposition to produce motion. It is measure in terms of the product of the force and the distance it acts.

APPENDIX II

ANSWER KEY

CHAPTER 1 - TECHNICAL ADMINISTRATION

MAINTENANCE ADMINISTRATION

- Q1. maintenance supervisor
- Q2. 40 working days
- Q3. P-300
- Q4. one
- Q5. indirect labor

MAINTENANCE SUPPORT

- Q6. H level
- Q7. 1250-2
- Q8. 24 hours
- Q9. PM groups
- Q10. maintenance supervisor

CHAPTER 2 - PRINCIPLES OF AN INTERNAL COMBUSTION ENGINE

INTERNAL COMBUSTION ENGINE

- Q1. rotary motion
- Q2. fuel, air, ignition
- Q3. four (cylinder, piston, connecting rod, and crankshaft)
- Q4. scavenging

CLASSIFICATION OF ENGINES

- Q6. fuel, lubrication, electrical, cooling, and exhaust systems
- Q7. horizontal opposed
- Q8. 180°
- Q9. I-head
- Q10. F-head

ENGINE MEASUREMENTS AND PERFORMANCE

- Q11. one foot
- Q12. prony brake
- Q13. friction
- Q14. mechanical efficiency
- Q15. liters

CHAPTER 3 - CONSTRUCTION OF AN INTERNAL COMBUSTION ENGINE

ENGINE CONSTRUCTION

- Q1. cylinder sleeves or liners
- Q2. wet- and dry-type
- Q3. cup and disk
- Q4. crankcase
- Q5. scavenging
- Q6. manifold heat control valve
- Q7. synthetic rubber and wick
- Q8. head, skirt, ring grooves, and lands
- Q9. anchored, semi-floating, full-floating
- Q10. provide a seal between piston and cylinder wall, contains lubricating oil, and provides a solid bridge to conduct heat from piston to cylinder wall
- Q11. crankshaft
- Q12. camshaft, followers, pushrods, and rocker arms
- Q13. mushroom, semi-tulip, and tulip
- Q14. stellite
- Q15. umbrella and O ring

ENGINE ADJUSTMENTS AND TEST

- Q16. spring squareness, spring free height, and spring tension
- Q17. normal operating temperature
- Q18. piston rings and cylinders may be worn and leaking pressure
- Q19. incorrect timing
- Q20. leaking intake valves

CHAPTER 4 - GASOLINE FUEL SYSTEMS

GASOLINE FUEL SYSTEM

- Q1. antiknock
- Q2. octane rating
- Q3. fuel neck restrictor
- Q4. wet- and dry-type

PRINCIPLES OF CARBURETION

- Q5. float, idle, off-idle, acceleration, high speed, full power, choke
- Q6. float
- Q7. throttle return dashpot
- Q8. manifold pressure sensor (MAP)

GASOLINE FUEL INJECTION

- Q9. timed injection
- Q10. crankshaft postion sensor
- Q11. throttle positioner

EXHAUST AND EMISSIONS CONTROL SYSTEMS

- Q12. hydrocarbons, carbon monoxide, and oxides of nitrogen
- Q13. platinum and palladium
- Q14. monolithic
- Q15. coolant temperature switch

CHAPTER 5 - DIESEL FUEL SYSTEMS

DIESEL FUEL SYSTEM

- Q1.2D
- Q2. pour point
- Q3. cleaniness
- Q4. spherical
- Q5. ischronous
- Q6. electronic governor
- Q7. hydraulic power piston
- Q8. six
- Q9. 2 to 2 1/2 inches

METHODS OF INJECTION

- Q10. meter, inject, time, atomize, and create pressure
- Q11. 9 gallons per minute
- Q12. front end of the engine camshaft
- Q13. low side of the injection pump housing
- Q14. drive shaft, distributor rotor, transfer pump
- Q15. maximum outward travel of the plungers
- Q16. spring-loaded ballcheck return fitting
- Q17. 65 to 75 psi
- Q18. unit type
- Q19. one
- Q20. AFC device
- Q21. PT pump is not timed to the engine
- Q22. oil temperature sensor
- Q23. 140 psi
- Q24. control valve
- Q25. multifuel
- Q26. fuel density compensator

SUPERCHARGERS AND TURBOCHARGERS

- Q27. intercooler
- Q28. sealing rings

COLD WEATHER STARTING AIDS

- Q29. manifold flame heater
- Q30. extreme emergencies

DIESEL FUEL SYSTEM MAINTENANCE

- Q31. daily
- Q32. clean work area

GENERAL TROUBLESHOOTING

- Q33. 3 to 5 minutes
- Q34. blue
- Q35. push down and hold the injector follower with a large screwdriver

CHAPTER 6 - COOLING AND LUBRICATING SYSTEM

COOLING SYSTEMS

- Q1. air-cooled
- Q2. radiator
- Q3. downflow and crossflow
- Q4. bottom of the cap
- Q5. thermostatic
- Q6. thermostat
- Q7. 50/50
- Q8. fast, reversing, and chemical
- Q9. hydrometer and refractometer
- Q10. hand-operated air pump

LUBRICATING SYSTEM

- Q11. viscometer
- Q12. by the letter W (10W30)
- Q13. American Petroleum Institue (API)
- Q14. SG
- Q15. full-flow and bypass
- Q16. splash, combination splash and force-feed, force-feed, and full force-feed
- Q17. splash
- Q18. full forced-feed
- Q19. micrometer and small hole gauge

APPENDIX III

REFERENCES USED TO DEVELOP THIS TRAMAN

NOTE: The following references were current at the time this TRAMAN was published, but you should be sure you have the current editions.

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INDEX

A	Carburetor—Continued
	idle system, 4-19
Acceleration system, 4-19, 4-20	off-idle system, 4-19
Air cleaner, 4-14, 4-15	Carburetor accessories, 4-28 - 4-31
Air-cooled system, 6-2 - 6-4	altitude compensator, 4-30
baffles and fins, 6-3	fast idle solenoid, 4-28
fan and shroud, 6-3	hot idle compensator, 4-30
maintaining the air-cooled system, 6-3, 6-4	throttle return dashpot, 4-28, 4-29
Air-fuel mixture ratio, 4-2	Carburetor troubles, 4-31, 4-32
lean, 4-2	Catalytic converters, 4-41, 4-42
rich, 4-2	Caterpillar fuel injection systems, 5-16 - 5-22
Air injection system, 4-42	automatic timing advance unit, 5-19
Air in fuel, 5-51	fuel injection nozzle, 5-21, 5-22
American bosch fuel injection system, 5-41 - 5-45	governor, 5-21
fuel density compensator, 5-43 - 5-45	governor action, 5-18, 5-19
fuel pump, 5-41, 5-42	scroll-metering fuel system, 5-19, 5-21
nozzle operation, 5-43	sleeve-metering fuel system, 5-16 - 5-18
types of nozzles, 5-43	transfer pump, 5-20
Arrangement of cylinders, 2-10, 2-11	Classification of engines, 2-8 - 2-13
horizontal opposed, 2-11	Cleaning injectors, 5-51, 5-52
in-line, 2-10 1	Cold weather starting, 5-49, 5-50
radial, 2-11	Combustion chamber design, 5-4 - 5-8
v-type, 2-10	open, 5-5
Arrangement of valves, 2-11, 2-12	precombustion, 5-5, 5-6
F-head, 2-11, 2-12	spherical (hypercycle), 5-6 - 5-8
I-head, 2-11	turbulence, 5-6
L-head, 2-11	Compression test, 3-45, 3-46
T-head. 2-12	Computerized controlled carburetors, 4-30, 4-31
	Connecting rods, 3-23, 3-24
В	Continuous fuel injection, 4-36, 4-37
	Cooling system test, 6-16 - 6-18
Basic engine strokes, 2-3 - 2-5	combustion leak test, 6-17
compression stroke, 2-5	cooling system pressure test, 6-16, 6-17
exhaust stroke, 2-5	engine fan test, 6-18
intake stroke, 2-5	thermostat test, 6-17, 6-18
power stroke, 2-5	COSAL arrangement, 1-19, 1-21
Bearing characteristics, 3-42	Cost control supervisor, 1-2
Bearings, engine, 3-40, 3-41	Crankcase, 3-6, 3-7
Bearing lubrication, 3-41, 3-42	Crankshaft, 3-24 - 3-28
Bearing materials, 3-42	Crew leader, 1-2
	Cummins fuel systems, 5-33 - 5-41
C	celect fuel system, 5-36 - 5-39
	celect system operation, 5-39 - 5-41
Camshaft, 3-30	fuel pump, 5-34, 5-35
Carburetor, 4-17 - 4-28	injectors, 5-35, 5-36
acceleration system, 4-19 - 4-2 1	pressure-time system, 5-33, 5-34
choke system, 4-24 - 4-28	Cylinder head, 3-7 - 3-9
float system, 4-17	Cylinder leakage test, 3-47, 3-48
full power system, 4-23, 4-24	Cylinder leakage test, 3-47, 3-48 Cylinder liners, 3-5
high-speed system, 4-21 - 4-23	Cymidel inicis, 3-3

Detroit diesel unit injection system, 5-26 - 5-33 equalizing injectors, 5-31, 5-32 fuel pump, 5-28, 5-29 governor, 5-32, 5-33 injector timing, 5-30, 5-31 Depot maintenance, 1-3 Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13, 5-14 gauges, 5-13 Water separators, 5-14 supply pump, 5-12 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Direct pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine colinfaction system, 6-1 - 6-21 Engine colinfaction system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating oil) system components, 6-24 - 6-31 lubricating oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	D	Engine measurements and performance, 2-13 - 2-22 definitions, 2-13 - 2-18
equalizing injectors, 5-31, 5-32 fuel pump, 5-28, 5-29 governor, 5-32, 5-33 injector, 5-29, 5-30 injector mining, 5-30, 5-31 Development of power, 2-2, 2-3 Diesel fuel, 5-1, 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 viscosity, 5-4 viscosity, 5-4 gauges, 5-13 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 Egine coling pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-37 engine colin coling systems, 6-21 - 6-37 engine oil, 6-22, 6-23 liming, 2-19 - 2-22 Engine oil, 6-22 - 6-24 Equipment history jackets, 1-15 Ether, 5-50 Exhaust and emission control systems, 4-38 - 4-48 Exhaust gas recirculation, 4-45, 4-46 Exhaust smoke color, 5-52, 5-53 Exhaust stroke, 2-5 Followers, 3-30 - 3-32 hyrdaulic, 3-31, 3-32 mechanical, 3-31 Four-stroke-cycle engine, 2-3 - 2-5 Evale evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 atomization of their, 5-16 atomization of their, 5-16 atomization of their, 5-16 atomization of their	Detroit diesel unit injection system, 5-26 - 5-33	
fuel pump, 5-28, 5-29 governor, 5-32, 5-33 injector, 5-32, 5-33 injector, 5-29, 5-30 injector, 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13, 5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 compression test, 3-43, 3-45 Engine comparsion, 2-8, 2-9 Engine eobjection system, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 engine oil, 6-22, 6-23 lubricating (oil) system compone	equalizing injectors, 5-31, 5-32	
governor, 5-32, 5-33 injector, 5-29, 5-30 injector timing, 5-30, 5-31 Depot maintenance, 1-3 Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Direct turnover clerk, 1-2 Dirir in fuel system, 5-25 Direct turnover clerk, 1-2 Dirir in fuel system, 5-21 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine conding systems, 6-1 - 6-21 Engine vinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating givity system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	fuel pump, 5-28, 5-29	
injector, 5-29, 5-30 injector timing, 5-30, 5-31 Depot maintenance, 1-3 Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine config systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating gystem maintenance, 6, 35, 6, 36	governor, 5-32, 5-33	
injector timing, 5-30, 5-31 Depot maintenance, 1-3 Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diese fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 viscosity, 5-4 viscosity, 5-4 viscosity, 5-1 multiply pump, 5-14 supply pump, 5-14 supply pump, 5-14 supply pump, 5-14 supply pump, 5-12 Direst furlover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump, 5-21 - 5-23 injection pump, 5-24, 4-6 Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine coling systems, 6-1 - 6-21 Engine vilnder block, 3-1 - 3-7 Engine lubrication system components, 6-24 - 6-31 lubricating givstem maintenance, 6,35, 6,36	-	
Depot maintenance, 1-3 Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	· ·	
Development of power, 2-2, 2-3 Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 viscosity, 5-4 viscosity, 5-4 supply pump, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Direct turnover clerk, 1-2 Dirit in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 lengine cooling systems, 6-1 - 6-21 Engine collinger block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating gystem maintenance, 6,35, 6,36	•	
Diesel fuel, 5-1 - 5-4 cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Direct furnover clerk, 1-2 Dirit in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-46, 3-47 valve adjustment, 3-43 - 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine configoration, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine colling systems, 6-1 - 6-21 Engine plufforation system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	•	· · · · · · · · · · · · · · · · · ·
cetane number, 5-3 cleanliness and stability, 5-4 cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine cooling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	<u> </u>	
cleanliness and stability, 5-4 cloud and pour point, 5-4 cliesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 viscosity, 5-4 viscosity, 5-4 gauges, 5-13 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 maker separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine construction, 3-1 - 3-43 Engine coling systems, 6-1 - 6-21 Engine colling systems, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating system maintenance, 6,35, 6,36 Exhaust manifold, 3-10, 4-39 Exhaust smoke color, 5-52, 5-53 Exhaust smoke color, 5-52, 5-53 Exhaust stroke, 2-5 F Fullowers, 3-30 - 3-2 hyrdaulic, 3-31, 3-32 mechanical, 3-3 1 Four-stroke-cycle engine, 2-3 - 2-5 Fuel evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 creating pressure, 5-16 injection control, 5-15 metering, 5-15 timing, 5-15 Frictional horsepower, 2-16 G Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-10, 4-39 Exhaust smoke color, 5-52, 5-53 Exhaust stroke, 2-5 F Fullowers, 3-30 - 3-32 hyrdaulic, 3-31 Four-stroke-cycle engine, 2-3 - 2-5 fuel evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 creating pressure, 5-16 injection control, 5-15 metering, 5-15 fiting, 5-15 fit		
cloud and pour point, 5-4 diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-2 viscosity, 5-3 viscosity, 5-2 viscosity, 5-2 viscosity, 5-3 viscosity, 5-2 viscosity, 5-3 viscosity, 5-1 viscosity, 5-3 viscosity, 5-1 viscosi	·	
diesel fuel oil grades, 5-3 sulfur content, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13,5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating system maintenance, 6,35, 6,36		
sulfur content, 5-4 viscosity, 5-4 viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 birsel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 norzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine coling systems, 6-1 - 6-21 Engine coling systems, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating system maintenance, 6,35, 6,36		
viscosity, 5-4 volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump, 5-21 - 5-23 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine cooling systems, 6-1 - 6-21 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubricating system maintenance, 6,35, 6,36 Flywheel, 3-29 Followers, 3-30 - 3-32 hyrdaulic, 3-31, 3-32 mechanical, 3-3 Four-stroke-cycle engine, 2-3 - 2-5 Fuel evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 atomization of fuel, 5-15, 5-16 injection control, 5-15 metering, 5-15 timing, 5-15 Frictional horsepower, 2-16 G Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 intake manifold, 3-12 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-		Landust stroke, 2-3
volatility, 5-3 Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 norzzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-43 sengine condustruction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	· · · · · · · · · · · · · · · · · · ·	F
Diesel fuel system components, 5-13, 5-14 fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	· · · · · · · · · · · · · · · · · · ·	1
fuel filters, 5-13.5-14 gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Direct furnover clerk, 1-2 Direct furnover, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 vacuum gauge test, 3-47, 3-48 lengine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	•	Flywheel 3-29
gauges, 5-13 water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubricating (oil) system components, 6-24 - 6-31 lubricating gystem maintenance, 6,35, 6,36 hyrdaulic, 3-31, 3-32 mechanical, 3-3 four-stroke-cycle engine, 2-3 - 2-5 Fuel evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 creating pressure, 5-16 injection control, 5-15 metering, 5-15 timing, 5-15 Frictional horsepower, 2-16 G Gaskets, 3-12 cylinder head, 3-12 oil pan gasket, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		· · · · · · · · · · · · · · · · · · ·
water separators, 5-14 supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine copining systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		
supply pump, 5-14 tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine coloing systems, 6-1 - 6-21 Engine lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Four-stroke-cycle engine, 2-3 - 2-5 Fuel evaporation control, 4-46 - 4-48 Fuel injection, 5-15, 5-16 creating pressure, 5-16 injection control, 5-15 metering, 5-15 Frictional horsepower, 2-16 G Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
tanks and caps, 5-13 Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine comparsion, 2-8, 2-9 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		,
Diesel fuel system maintenance, 5-51, 5-52 Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		•
Direct turnover clerk, 1-2 Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine combarsion, 2-8, 2-9 Engine coling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		•
Dirt in fuel system, 5-51 Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		· ·
Distributor-type fuel injection system, 5-21 - 5-26 governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine colling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36		
governor, 5-25, 5-26 injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine coling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	•	~ ·
injection pump, 5-21 - 5-23 injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 timing, 5-15 Frictional horsepower, 2-16 G G Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
injection pump accessories, 5-23, 5-24 nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine coling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
nozzle, 5-26 DTO log, 1-24, 1-26 E Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	· · · ·	
Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication gystem, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	v i i	•
Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gaskets, 3-12 cylinder head, 3-12 exhaust manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		G
Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 cylinder head, 3-12 exhaust manifold, 3-12 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	210 10g, 1 21, 1 20	Gaskets 3-12
Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine coling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36	E	•
Engine adjustments and testing, 3-43 - 3-48 compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 intake manifold, 3-12 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	_	
compression test, 3-45, 3-46 cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 oil pan gasket, 3-12 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2, 4-3 continuous, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	Engine adjustments and testing, 3-43 - 3-48	
cylinder leakage test, 3-47, 3-48 vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gasoline, 4-1 Gasoline, 4-1 Gasoline, 4-1 Gasoline, 4-1 Gasoline, 4-1 Gasoline combustion, 4-2, 4-3 abnormal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
vacuum gauge test, 3-46, 3-47 valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gasoline combustion, 4-2, 4-3 abnormal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	<u>*</u>	
valve adjustment, 3-43 - 3-45 Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 abnormal, 4-2, 4-3 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7	•	
Engine comparsion, 2-8, 2-9 Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Engine comparsion, 2-8, 2-9 normal, 4-2 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
Engine construction, 3-1 - 3-43 Engine cooling systems, 6-1 - 6-21 Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gasoline fuel injection, 4-32 - 4-38 continuous, 4-36, 4-37 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
Engine cooling systems, 6-1 - 6-21 continuous, 4-36, 4-37 Engine cylinder block, 3-1 - 3-7 throttle body, 4-37, 4-38 Engine lubrication system, 6-21 - 6-37 timed, 4-32 - 4-36 engine oil, 6-22, 6-23 Gasoline fuel system components, 4-3 - 4-15 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 gauges, 4-5 - 4-7	•	•
Engine cylinder block, 3-1 - 3-7 Engine lubrication system, 6-21 - 6-37 engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Engine cylinder block, 3-1 - 3-7 throttle body, 4-37, 4-38 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		· · · · · · · · · · · · · · · · · · ·
Engine lubrication system, 6-21 - 6-37 timed, 4-32 - 4-36 Gasoline fuel system components, 4-3 - 4-15 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 gauges, 4-5 - 4-7		
engine oil, 6-22, 6-23 lubricating (oil) system components, 6-24 - 6-31 lubricating system maintenance, 6,35, 6,36 Gasoline fuel system components, 4-3 - 4-15 filters, 4-7, 4-8 gauges, 4-5 - 4-7		
lubricating (oil) system components, 6-24 - 6-31 filters, 4-7, 4-8 lubricating system maintenance, 6,35, 6,36 gauges, 4-5 - 4-7	· ·	
lubricating system maintenance, 6,35, 6,36 gauges, 4-5 - 4-7		· · · · · · · · · · · · · · · · · · ·
00,		
Subtracting system problem diagnosis, 6-34. Since $A_{-}13$ $A_{-}1A$	lubricating system problem diagnosis, 6-34,	lines, 4-13, 4-14
6-35 pump, 4-8 - 4-13		
purposes of lubrication, 6-22 tank, 4-4, 4-5		* *
types of lubricating (oil) systems, 6-32 - 6-34 General troubleshooting, 5-52 - 5-54		·

Glow plugs, 5-49	M
Governors, 5-8 - 5-12	
electronic, 5-12	Maintenance administration, 1-1 - 1-18
hydraulic, 5-11	equipment history jackets, 1-15
mechanical, 5-9 - 5-11	labor reporting, 1-15 - 1-18
terms, 5-12, 5-13	maintenance categories, 1-2, 1-3
types of governors, 5-9	maintenance inspections, 1-5, 1-6
types of governors, 5 /	maintenance organization, 1-1, 1-2
I	maintenance organization, 1-1, 1-2 maintenance scheduling, 1-3 - 1-5
•	•
Inspections, maintenance,	PM record cards, 1-6 - 1-8
accident, 1-6	repair orders, 1-8 - 1-15
	Maintenance supervisor, 1-1
deadline, 1-6	Maintenance support, 1-18 - 1-28
operator, 1-5	repair parts control, 1-24 - 1-28
preventive maintenance, 1-5, 1-6	repair parts support, 1-18 - 1-22
Inspector, 1-2	requesting spare parts, 1-22
Intake manifold, 3-10 - 3-12	using part numbers, 1-22 - 1-24
Intake stroke, 2-5	Manifold flame heater, 5-49
Intermediate maintenance, 1-3	Manifold heat control valve, 4-39
L	Methods of injection, 5-15 - 5-45
L	Moving parts of an engine, 3-13 - 3-42
Labor reporting, 1-15, 1-18	connecting rods, 3-23, 3-24
Linear measurements, 2-18, 2-19	crankshaft, 3-24 - 3-28
Liquid-cooled system, 6-4 - 6-2 1	engine bearings, 3-40, 3-41
coolants and antifreeze, 6-14	flywheel, 3-29
expansion (recovery) tank, 6-13	piston assembly, 3-15 - 3-23
fan and shroud, 6-8 - 6-10	•
radiator, 6-5, 6-6	timing gears (gear trains), 3-39,340
radiator hoses, 6-6	valve and valve mechanisms, 3-29 - 3-39
radiator pressure cap, 6-6, 6-7	vibration damper, 3-28, 3-29
temperature gauge and warning light, 6-14	Muffler, 4-39 - 4-41
	Multiple-cylinder engines, 2-9, 2-10
thermostats, 6-10 - 6-13	0
water jacket, 6-10	
water pump, 6-7, 6-8	Oil seals, 3-12, 3-13
Lubrication (oil) system components, 6-24 - 6-31	wick seals, 3-13
oil filter, 6-27 - 6-30	synthetic rubber seals, 3-13
oil galleries, 6-30	Organizational maintenance, 1-3
oil level gauge, 6-25	n.
oil pan, 6-24, 6-25	P
oil pickup and strainer, 6-27	Piston assembly, 3-15 - 3-23
oil pressure gauge, 6-30, 6-31	Piston pin, 3-19, 3-20
oil pressure warning light, 6-30	Piston rings, 3-20 - 3-23
oil pump, 6-25, 6-26	PM groups, 1-3, 1-5
oil temperature regulator, 6-31, 6-32	PM record cards, 1-6, 1-8
Lubrication system maintenance, 6-35, 6-36	
oil and filter change, 6-35, 6-36	Positive crankcase ventilation (PCV), 4-42 - 4-44
oil pump service, 6-36	Power stroke, 2-5
pressure relief valve service, 6-36	Preventive maintenance, 1-5
	Preventive maintenance clerk, 1-2
Lubrication system problem diagnosis, 6-34, 6-35	Principles of carburetion, 4-15 - 4-32
high oil consumption, 6-34	Principles of an internal combustion engine, 2-1 - 2-22
high oil pressure, 6-35	arrangement of cylinders, 2-10, 2-11
indicator or gauge problems, 6-35	arrangement of valves, 2-11 - 2-13
low oil pressure, 6-35	classification of engines 2-8 - 2-13

Principles of an internal combustion engine— Continued engine comparsion, 2-8, 2-9 engine measurements and performance, 2-13 - 2-22	Stationary parts, internal combustion engine— Continued gaskets, 3-12 intake manifold, 3-10 - 3-12
internal combustion engine, 2-1, 2-8 multiple-cylinder engines, 2-9, 2-10 Properties of gasoline, 4-1, 4-2	oil seals, 3-12, 3-13 Superchargers and turbochargers, 5-45 - 5-48 Superchargers, 5-45 - 5-47
antiknock quality and detonation, 4-2 octane rating, 4-2	T
volatility, 4-2 Purposes of lubrication	Technical adminstration, 1-1 - 1-28 Technical librarian, 1-2
Q	Technical manuals, 1-21, 1-22 Throttle body fuel injection
Quick injector misfire check, 5-53, 5-54	Timed fuel injection, 4-32 - 4-36
R	Timing, 2-19 - 2-22
Reconditioning valves, 3-34 - 3-36	ignition timing, 2-22 valve timing, 2-20 - 2-22
Repair orders, 1-8 - 1-15	Timing gears (gear trains), 3-40
equipment repair, 1-8 - 1-15	Turbochargers, 5-47, 5-48
shop repair, 1-8	waste gate, 5-48
Repair parts control, 1-24 - 1-28 Repair parts summary sheet, 1-26	turbocharger intercooler. 5-48
Repair parts support, 1-18 - 1-22	turbocharger lag, 5-48 Types of lubrication (oil) systems, 6-32 - 6-34
levels, 1-19	combination splash and force feed, 6-32, 6-33
catergories of repair parts, 1-19	force feed, 6-33
Repairing cooling system components	full-force feed, 6-33, 6-34
fan and belt hoses	splash, 6-32 Two-stroke-cycle engine, 2-5 - 2-8
radiator and pressure cap	
thermostat	U
water pump	Using part numbers, 1-22, 1-24
Requesting spare parts, 1-22	manufacturer's part numbers, 1-22
Ring gap, 3-22, 3-23 Peopler arm service, 3-38, 3-30	national part numbers, 1-22, 1-24
Rocker arm service, 3-38, 3-39	V
S	Vacuum gauge test, 3-46, 3-47
Scheduling maintenance, 1-3 - 1-6	Valve adjustment, 3-43 - 3-45
Service and repair of cooling system components,	hydraulically operated valves, 3-44
6-18 - 6-20	OHC engine valves, 3-44, 3-45
fan and belt, 6-19, 6-20 hoses, 6-19	overhead valves, 3-43 valves in block, 3-44
radiator and pressure cap, 6-20	Valve and valve mechanisms, 3-29 - 3-39
thermostat, 6-18, 6-19	Valve and valve seats, 3-32, 3-33
water pump, 6-18	Valve guides, 3-33
Servicing the liquid-cooled system, 6-14 - 6-16	Valve guide service, 3-36
antifreeze service, 6-16	Valve seat service, 3-36 - 3-38
flushing the system, 6-15, 6-16 Shop supervisor, 1-1, 1-2	Valve spring service, 3-39 Valve springs, retainers, seals, and valve rotators, 3-33,
Stationary parts, internal combustion engine, 3-1 - 3-13	3-34
crankcase, 3-6, 3-7	Vibration damper, 3-28, 3-29
cylinder head, 3-7, 3-8	W
engine cylinder block, 3-1 - 3-5	
exhaust manifold, 3-10	Water in fuel system, 5-51